



Assessing the Potential of Transit Agency-Owned Land for Housing Development in California



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Acknowledgments

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Executive Summary

California continues to face a severe housing shortage and increasingly devastating climate disasters. A critical solution to these interlocking issues is affordable housing investment in walkable, transit-connected neighborhoods. And a key component to advancing affordable housing production is the availability of land to build on.

Transit agency-owned parcels are an excellent opportunity to use public land for public good, including creating housing for those who need it most. Many California transit agencies have successfully used their land to further affordable housing development, especially large transit agencies in major metropolitan areas. Housing on land owned by all kinds of transit agencies has the potential to achieve a multitude of positive outcomes, including addressing housing needs; increasing transit ridership and reducing driving; meeting climate goals; and providing new revenue sources for transit agencies¹.

Policy makers, advocates, and public partners often seek new and better ways to unlock further transit agency owned land for housing development. However, there is currently no statewide, publicly accessible source of data on how much land transit agencies own in California – and no way to comprehensively assess the availability, characteristics, and potential for transit agency-owned land to be used for affordable housing development. The goals of this report are therefore to:

- Compile, identify, and share data on the availability of transit agency-owned parcels in the state of California
- Analyze and make findings about the characteristics of the parcels
- Recommend strategies to facilitate increased use of transit agency owned land for housing development

This report presents the availability and characteristics of land owned by transit agencies in California.

Key Findings

- 2,875 parcels that have potential for housing development are owned by transit agencies in the State of California, totaling 7,827 acres.
- 240,000 new affordable homes could potentially be created on this land.
- 637 of the parcels (22%) are either vacant or currently used for parking, with the potential to create 30,000 new homes.
- The parcels are generally transit accessible and located in lower-vehicle miles travelled (VMT) and walkable areas.
- 41% of all parcels are partially or entirely within California Senate Bill 79 (SB 79) eligible areas, which can increase their development potential.

Finally, this report provides the following recommendations to facilitate housing development on transit agency-owned land:

1. Provide dedicated funding for housing development on transit agency owned land
2. Align existing funding programs with housing development on transit agency owned land
3. Make use of recent state legislation to facilitate housing development on transit agency-owned land, while considering future legislative needs
4. Support real estate capacity building for transit agencies
5. Institutionalize policies and tools at transit agencies and local and regional governments that support housing development on transit agency owned land



The Gateway at Millbrae affordable housing project (photo by: Blach Construction)

Findings

This report provides findings on the number, location, size and key characteristics of land owned by transit agencies statewide with a particular focus on how likely they are to contribute to joint housing and climate goals. Additionally, the findings include projections on the capacity of these parcels to create new housing. The parcel level data used in this report is sourced from county assessor records, aggregated by two nationwide commercial data sources, and provided to Enterprise by UrbanFootprint, a software and data company specializing in built environment and geospatial data. The resultant final parcel set was analyzed using the UrbanFootprint Analyst mapping tool,² as well as manual analysis of the data in Microsoft Excel. More details on the research approach can be found below in the Methodology section.

Number and Acreage of Transit Agency-Owned Parcels

There is significant opportunity for development on transit agency owned land throughout the state. After cleaning and removing inappropriate and small parcels from the dataset, there were 2,875 parcels owned by transit agencies in the state that were deemed potentially available for housing development. These parcels total 7,827 acres of land, with an average parcel size of 2.72 acres, and a median parcel size of 0.56 acres. Due to the inherent challenges in identifying a complete set of transit agency owned land as described in the Methodology section, the number of sites and acreage identified here is likely an undercount.

Visual inspection indicates that the parcels' typical current uses include parking lots, stations and passenger depots, rail right of way (those which include a substantive portion extending beyond the track), office buildings, park-and-ride lots, bus parking, other transit maintenance facilities, and vacant land.



2,875

TOTAL NUMBER OF PARCELS

7,827

TOTAL ACREAGE OF ALL PARCELS

2.72

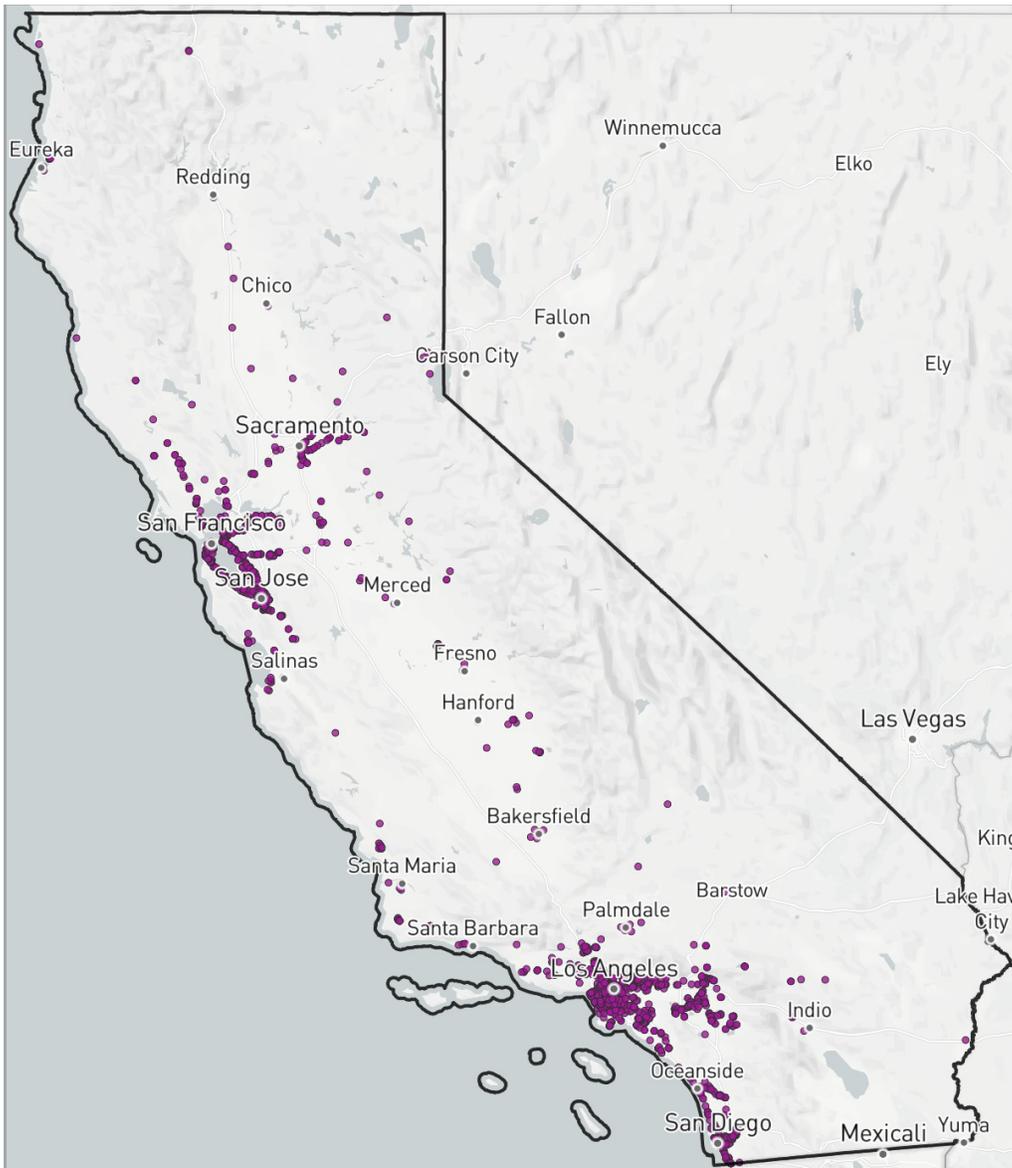
AVERAGE ACRES PER PARCEL

0.56

MEDIAN ACRES PER PARCEL

Photo above: Santa Monica & Vermont Apartments in Los Angeles (photo by: Little Tokyo Service Center)

Figure 1: Parcel Location Visual Representation *



*Figure 1 illustrates the relative geographic locations of the parcels. Parcels are not mapped to scale.

As discussed further below, many of the sites identified in this study are currently being used for critical transportation infrastructure and may not be suitable for housing development, or in some cases may even already have housing developed on them. Additionally, some of the sites identified may also have other hazards or conditions that ultimately make them unsuitable for development. As such, this paper seeks only to identify a baseline for the number of sites and acreage that is theoretically suitable for housing development and thus has the potential for further consideration by stakeholders throughout the state.

Geographic Location of Parcels and Development Potential

Most of the identified developable parcels are in the Southern California (1,507) region as well as the Bay Area (800). Fewer parcels are in the inland, central, and northern parts of the state. A visual representation of the parcel location is provided in Figure 1.

Enterprise used proprietary data based on the average density of affordable housing development depending on parcel size and geographic location to calculate an estimate of the development potential of the identified transit agency owned land. Nearly 240,000 units could be created statewide if all the identified transit agency owned parcels were developed to the anticipated densities. This figure does not consider existing uses on many of the sites that would likely impact their realistic development potential. Rather, this figure gives a sense of the overall potential for transit agency owned land to contribute to the housing needs of the state.

For context, California Housing Partnership estimates that there are approximately 1.3 million low-income households in California who need an affordable home.³ Meanwhile, California’s Department of Housing and Community Development (HCD) estimates that 2.5 million new units must be added over the next eight years to meet the state’s housing need, and that at least a million of those must be affordable to lower-income households.⁴ The unit yield analysis indicates that there is significant potential for transit agency owned land to contribute to addressing this need, although creativity and sensitivity to existing site conditions and transit agency needs will be critical to realizing this potential.

Region	Number of Parcels	Acres	Development Potential of Parcels (# Units)
Bay Area (counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma)	800	2,751	86,912
Central Coast (counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, and Ventura)	94	249	6,751
Inland Empire (counties of Riverside and San Bernardino)	285	998	28,341
Northern California (counties of Butte, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Plumas, Shasta, Siskiyou, Trinity, and Tehama)	36	232	3,512
Sacramento Valley (counties of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba)	91	458	13,847
San Joaquin Valley (counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare)	53	999	19,624
Sierra Nevada (counties of Alpine, Amador, Calaveras, Inyo, Mariposa, Mono, Nevada, Sierra, and Tuolumne)	9	33	875
Southern California (counties of Imperial, Los Angeles, Orange, and San Diego)	1,507	2,107	80,085
Total	2,875	7,827	239,949

Existing Uses

Of all parcels, 239 parcels (8%) are vacant. Additionally, a combined 398 parcels (14%) are currently used for parking structures or surface parking lots. Many transit agencies throughout the state have had success building housing on properties that were formerly used for parking, indicating that these sites could have strong potential for immediate housing development. Taken together, our research finds that more than one fifth (22%) of all transit agency owned parcels statewide are in high development potential land use categories, which in total have the potential to generate 30,761 new units of housing.

Table 2: Current Land Use

Land Use Category ⁵	Number of Parcels	Percentage	Acres	Percentage	Development Potential of Parcels (# Units)
Parking structure	57	2%	31	0.4%	2,224
Parking surface lot	341	12%	325	4%	15,748
Vacant	239	8%	307	4%	12,789
Total	637	22%	663	8%	30,761

Transit Access, Walkability and VMT Characteristics

Since a primary goal of development on transit agency owned land is to increase transit ridership and reduce car usage, this research considered the transit accessibility, walkability, and vehicle miles traveled (VMT) characteristics of the identified parcels.

A significant majority (82%) of identified parcels are located within a half mile of at least one bus stop, and a large proportion (61%) are located within a half mile of at least one bus stop with 15-minute headways, indicating that these sites are well served by bus. Additionally, 24% of sites are located within a half mile of at least one light rail stop and 16% are within a half mile of at least one metro stop. A smaller but still significant number of parcels are located within a half mile of high frequency light rail and subway/metro stations with headways of 15 minutes or less (16% and 8%, respectively). These results indicate that most of the identified sites are at least moderately well served by transit.



Fruitvale Transit Village in Oakland (photo courtesy of BART)

Similarly, a large proportion (42%) of the parcels are in a location designated as “most walkable” on the national walkability index.

The data also shows that 1,138 or 40% of the parcels are in areas of the state that are 15% below the regional average for VMT. This indicates that a large proportion of the identified parcels are in areas that require less driving, as compared to other locations.

Table 3: Transit Accessibility, Walkability, and Per Capita VMT of Parcels

Indicator	Metric	Number of Parcels	Percent of Total Parcels
Bus Proximity	Parcels within 1/2 mile of at least 1 bus stop	2,360	82%
	Parcels within 1/2 mile of a bus stop with 15-minute headway	1,761	61%
Light Rail Proximity	Parcels within 1/2 mile of at least 1 tram, streetcar, or light rail stop	698	24%
	Parcels within 1/2 mile of at least 1 tram, streetcar, or light rail stops with 15-minute headway	467	16%
Subway/Metro Proximity ⁶	Parcels within 1/2 mile of at least 1 subway/metro stop	464	16%
	Parcels within 1/2 mile of at least 1 subway/metro stop with 15-minute headway	218	8%
Walkability ⁷	National walkability index: most walkable	1,194	42%
Per Capita VMT of Parcel Location Compared to Regional Average ⁸	VMT of parcel location: 15% below regional average	1,138	40%

SB 79 Overlap

Recently passed Senate Bill 79 (Wiener, 2025) impacts land owned by transit agencies. SB 79 primarily acts as an upzoning bill, allowing for higher densities and heights for new residential development within a specified distance of certain high quality transit stations in particular counties. Provisions within SB 79 also give transit agencies new land use authority over parcels they own within the eligible areas. As such it is relevant to determine how many of the transit agency owned parcels identified in this study are also in SB 79 eligible areas.

This report finds that 1,179 or 41% of the transit agency owned parcels in the final data set are located in SB 79 applicable areas.⁹ Since SB 79 will apply to only a very small fraction of the state’s land, this large degree of overlap between the transit agency owned parcels is notable. The SB 79 overlapping parcels are smaller on average than the overall parcels in the data set, likely because SB 79 areas tend to be in more urbanized areas where parcel sizes are generally smaller.

TOTAL NUMBER OF PARCELS IN SB 79 AREAS	1,179
TOTAL ACRES	1,907
AVERAGE ACRES PER PARCEL	1.62
MEDIAN ACRES PER PARCEL	0.47
PERCENT OF TOTAL PARCELS THAT ARE IN SB 79 AREAS	41%



Tamien Station project in San Jose (Photo courtesy of VTA)

Case Study: Pacific Station North Apartments



The Pacific Station North project and adjacent new bus depot, both under construction at the time of publication. (Photo by: Stephen Wilson with Echelcon, Inc.)

Project Name: Pacific Station North Apartments (Pac North)

Location: 902 Pacific Avenue, Santa Cruz, California

Developer(s): For the Future Housing, Inc. and Eden Housing

Total Number of Housing Units: 128

Transportation Partner: Santa Cruz Metropolitan Transit District (Metro)

Many transit agencies in California already have significant TOD development programs underway, including BART, LA Metro, VTA, San Diego MTS, Sac RT, and the North County Transit District. However, smaller transit agencies can also successfully employ this strategy, especially with creative approaches to maximize the use of their land and willingness to partner with other public and private partners. The Pacific Station North Apartments provides one example of how a transit agency contributed to making affordable housing development possible.

The Pac North affordable housing development is an innovative partnership between For the Future Housing, Inc., Eden Housing, the City of Santa Cruz (City) and Santa Cruz Metro. Pac North shows how transit agencies can partner with cities and developers to build affordable housing and make transit improvements at the same time.

Located in downtown Santa Cruz, the project is an infill housing development on land owned by the City and Santa Cruz Metro. The site was previously an aging Santa Cruz Metro transit hub. With the transit hub reaching the end of its useful life, Santa Cruz Metro opted to demolish the old hub. The City and Santa Cruz Metro came together to think of a solution to not only build a new transit hub, but also to build new affordable housing. The City and Santa Cruz Metro were able to arrange a swap of adjacent parcels at this location to create this opportunity. The City demolished an existing building, which made room for the new Metro transit hub, while the parcel to the other side of the old hub was designated for the location of affordable housing. Subsequently, the City released an RFP to identify a housing developer.

The project received Infill Infrastructure Grant (IIG) and Affordable Housing and Sustainable Communities (AHSC) funds to complete new transit infrastructure and pedestrian and bicycle improvements. Construction commenced in 2023. When completed in 2026, the development will include 128 new affordable homes, ground floor retail and commercial space, and a new Metro bus transit hub. Part of the affordable housing development will house bus ticket kiosks. The Pac North project presents a truly innovative partnership between the City and Santa Cruz Metro to reach mutually beneficial goals of creating a new transit hub and revitalizing underutilized lots for new affordable housing.



Rendering of Pacific Station North by Humphreys & Partners Architects

Key Takeaways

- A significant number of transit agency owned parcels across the state have the potential to be used for affordable housing development. There are thousands of transit agency owned parcels throughout the state, with the potential to develop up to almost 240,000 housing units. Although many of the sites are currently being used for essential transit agency uses, 22% of the identified parcels are vacant or used for parking, making them strong candidates for housing development. Redevelopment of the vacant and parking parcels alone has the potential to create 30,761 new affordable homes. Many smaller transit agency owned parcels are located adjacent to others and could be assembled to form larger parcels. Additionally, creative re-use of existing sites can lead to redevelopment that preserves essential transit uses while adding housing. Site-by-site assessment is needed to determine which parcels are most suitable for development.
- Transit agencies throughout the state typically own at least a few parcels of land, although the transit agencies with the most land holdings tend to be rail operators in major metropolitan areas. This is likely because operation of rail transit systems requires a greater need for land acquisition, and thus there are significantly more parcels in parts of the state with heavy and/or light rail systems. However, the data indicates that bus-only transit agencies typically have a handful of properties in each of the many small- and medium-sized cities in which they operate throughout the state. These parcels typically include a central passenger bus depot, as well as a bus yard and an administrative building usually in less central locations, and occasionally park and ride lots near major highways. These sites also have potential for housing development, but smaller transit agencies may need additional support in implementing housing development projects on their land.
- Transit agency owned parcels are typically also “transit oriented” and development on these sites would help the state address both housing production and greenhouse gas (GHG) emission reduction goals. Although a piece of land is owned by a transit agency, it does not necessarily follow that it is transit accessible or in a walkable or low-VMT area. However, this research report shows that the identified parcels have characteristics that make many of them strong candidates for GHG-reducing transit-oriented affordable housing, including good access to public transit, walkability, and lower than regional average per capita VMT.



Recommendations

During the course of this research and in meetings with the Project Advisory Committee, the following structural challenges to redeveloping transit agency owned land for housing were identified:

- Lack of dedicated funding sources for housing on transit-agency land
- Lack of real estate and/or affordable housing development experience at transit agencies
- Hesitancy from transit agencies to use their land for housing instead of or in addition to transit uses

To address these challenges, this report proposes the following:

Recommendation 1: Provide dedicated funding for housing development on transit agency owned land

A primary barrier for transit agencies seeking to develop housing on their land is the lack of available resources to fund such projects. A new state pilot program that makes funding available specifically for projects on transit agency owned land would lead to even greater impact in unlocking these parcels. New funding sources such as infrastructure finance districts could be used to target housing development on transit owned land. Any funding for this purpose should require a certain percentage of affordable housing, even as much as 100%. The California Surplus Land Act typically applies to transit agency owned land and may require that at least 25% of the housing be affordable to households earning less than 70% of the area median income.¹⁰ If public land and public resources are used, then the greatest public good, e.g. affordability, should be served. Additionally, including affordable housing as part of TOD development would help the state achieve its GHG reduction goals, as shown by the success of the Affordable Housing Sustainable Communities (AHSC) Program.¹¹ Local and regional governments can also establish dedicated funding programs, such as SJCOG's forthcoming Regional Housing Fund.

Recommendation 2: Align existing funding programs with housing development on transit agency owned land

Even in lieu of new funding sources, existing funding programs at both the state and local levels could be leveraged to advance affordable housing development on sites owned by transit agencies. Funds could be set aside or points awarded in competitive affordable housing funding programs at the state, regional, and/or local levels for projects that are being developed on transit agency owned land. Additionally, transit capital or operating funding programs could be structured to incentivize transit agencies to advance affordable housing development on their property. Aligning funding programs with transit agency housing development goals would contribute to the multiple bottom lines of advancing housing, climate, and transit goals.

Recommendation 3: Make use of recent state legislation to facilitate housing development on transit agency owned land, while considering future legislative needs

The State of California has recently passed numerous land use streamlining and upzoning bills that have the potential to help facilitate affordable housing development on transit agency owned land, including but not limited to SB 35/423 (Wiener)¹², AB 2011 (Wicks)¹³, AB 130 (budget trailer bill)¹⁴ and SB 79 (Weiner)¹⁵. Transit agencies should take advantage of these laws to facilitate housing development on transit agency land whenever possible. At the same time, transit agencies, advocates and policymakers should continue to assess the impact of these laws — and identify where additional barriers and opportunities exist to create a strong enabling environment for the development of housing on transit agency owned land. For example, many types of transit stations and areas of the state were excluded from SB 79; future legislation could consider expanding its reach, if proven successful.

Recommendation 4: Support real estate capacity building for transit agencies

Transit agencies need technical assistance and capacity building to support their ability to develop their land for housing. The state should create a technical assistance program to train transit agencies on the fundamentals of housing development, help pair transit agencies with housing developers, and provide pre-development funding. In some cases, transit agencies may need to train existing staff, hire new staff, or hire external consultants to provide the real estate and finance capacity they need to develop housing on their land. Innovative development structures including partnerships between transit agencies and local and regional government, or the creation of dedicated joint powers authorities (JPAs), are possible ways to add additional housing development capacity for transit agencies. Anecdotally, some transit agencies in the state have convened to provide peer-to-peer support on their housing development work. This and other supportive programs should be funded and institutionalized, especially for small transit agencies.

Recommendation 5: Institutionalize policies and tools at transit agencies and local and regional governments that support housing development on transit agency owned land

Many transit agencies with significant land holdings such as VTA, BART and LA Metro have created board-adopted TOD development and affordable housing discount policies that help guide the use of their land. Other transit agencies should follow suit. For transit agencies with fewer land holdings, simple board resolutions with stated goals could suffice to direct staff to advance affordable housing development. Transit agencies should consider offering a discount on purchase price or long-term lease terms to affordable housing developers, where their finances allow it. Furthermore, local and regional governments should adopt robust transit-oriented development (TOD) or transit-oriented communities (TOC) policies such as those at the Metropolitan Transportation Commission (MTC) and City of Los Angeles.

Conclusion

Developing affordable housing on transit agency owned land makes sense. By co-locating housing and transit, the state can meet both climate and housing goals. This report shows that there are many promising parcels of transit agency owned land throughout the state, especially in the most populous regions. While there are complex issues related to developing housing on transit agency land, the time is right. With the coming implementation of SB 79, and the continued urgency of California's housing and climate crises, the opportunity and need to develop affordable housing on transit agency owned land has never been more important.



ShoreLINE affordable housing project in San Diego
(photo courtesy of Affirmed Housing)

Appendix: Methodology

UrbanFootprint identified the initial set of presumed transit agency owned parcels by searching for property owner name using California transit agencies as listed in the National Transit Database's (NTD) Facility Inventory. For this process, UrbanFootprint searched using "fuzzy matching," which enables similar but not identical string matches. Additionally, UrbanFootprint included in the initial data set parcels owned by California municipalities listed as operating their own transit agency in the NTD agency list and which also have an existing land use category of 'transportation/utilities,' as well as those containing at least one potentially developable facility from either the NTD 2023 Annual Database Facility Inventory or the CALOES Caltrans Maintenance Facilities (2019). Because parcel ownership data is not always recorded (and can be extremely varied even when it is reported, making owner-based searches challenging), UrbanFootprint used two supplemental data sets to identify additional parcels that may belong to transit agencies: the NTD Facility Inventory and the CalTrans Maintenance Facility database. UrbanFootprint used agency-provided latitude and longitude coordinates when available, and otherwise geocoded facility addresses. Finally, UrbanFootprint added a limited number of parcels identified by Enterprise through a manual search of publicly available data from individual transit agencies.

The initial data set delivered by UrbanFootprint included 7,392 parcels. Due to the poor data quality of county assessor data, including especially the many variations of owner naming conventions and inconsistencies thereof, it is likely that the initial data set represents an undercount of transit agency owned parcels in California.

The initial parcel dataset was cleaned and analyzed by Enterprise using the UrbanFootprint browser-based mapping tool, Analyst. Enterprise staff manually cleaned the data using a visual assessment to eliminate parcels that were entirely or primarily overlapping with the following land uses:

- Railroad right of way (ROW),
- Roads and highways
- Other linear ROW such as bike trails, etc.,
- Bodies of water or piers
- Airports

Parcels that were only partially overlapping with the above land uses, but which had substantive portions of the site beyond the inappropriate use, were left in the data set.

Finally, Enterprise worked with UrbanFootprint to remove sites that were less than 10,000 square feet in total after combination with directly adjacent parcel(s). This approach was developed in recognition that 10,000 square feet is generally understood to be a reasonable estimate for the lowest developable parcel size for conventional affordable multifamily housing,¹⁶ although affordable housing can be developed on smaller parcels, especially in very dense urban settings and when using other housing development

typologies. Furthermore, a visual inspection of the sites confirms that many transit agency owned parcels are directly adjacent to others owned by the same or another transit agency, thus making parcel accumulation essential to any calculation of minimum parcel size. Unfortunately, this research project did not allow for consideration of adjacent parcels that are owned by other (non-transit) public agencies, such as state or local governments. As such, some parcels were likely removed at this step that might have potential for parcel accumulation and thus housing development.

The resultant final data set included 2,875 parcels owned by transit agencies that meet the minimum criteria for housing development outlined in this Methodology section and are the subject of analysis in this report.

Endnotes

1. Transform and California Housing Partnership Corporation. (2014). “Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy.” <https://transformca.org/wp-content/uploads/2025/01/2014-Why-Creating-and-Preserving-Affordable-Homes-Near-Transit.pdf>
- Transform. (2021). “Measuring The Promise of Transit-Oriented Development: A Proposed Methodology for BART.” <https://www.transformca.org/wp-content/uploads/2024/06/measuring-the-promise-of-transit-oriented-development.pdf>
2. UrbanFootprint Analyst tool <https://urbanfootprint.com/platform/analyst/>
3. California Housing Partnership’s Housing Needs Dashboard shows the affordable housing need in every county in California. Total housing need in the state as of 2023 was extracted from the website on 1/26/26. <https://calhousingpartnership.org/housing-needs/>
4. California Department of Housing and Community Development. (2022). “A Home for Every Californian: 2022 Statewide Housing Plan.” <https://www.hcd.ca.gov/docs/statewide-housing-plan.pdf>
5. Land use category data comes from UrbanFootprint’s Analyst tool, a web-based application for conducting detailed regional and site-level analytics. Land use data in Analyst is a unified value from a proprietary land use schema that collates inputs from jurisdictions, public datasets, and commercial point of interest datasets into a hierarchy of land uses with increasing specificity.
6. Subway/Metro is defined as any underground rail system within a metropolitan area, as defined by GTFS data standards. <https://gtfs.org/documentation/schedule/reference/>
7. The National Walkability Index is a nationwide geographic data resource that ranks block groups according to their relative walkability. <https://www.epa.gov/smartgrowth/national-walkability-index-user-guide-and-methodology>
8. From <https://sitecheck.lci.ca.gov/>. Here, “15% Below Regional Average VMT” are Percent VMT values that are less than 85%, calculated as VMT Per Capita divided by the Regional Average VMT Per Capita.
9. At the time of publication, official maps for SB 79 areas were not yet published by the implementing agencies. As such, the analysis in this paper relies on maps developed by SB 79 endorsers. The results presented here include all transit agency owned parcels that are fully or partially within SB 79 covered areas per the CA YIMBY map entitled “SB 79 Draft Map - October 10, 2025” and imported on 12.16.25 from <https://bit.ly/4umiUn0>

10. NPH Surplus Land Act summary [Microsoft Word - DRAFT AB 2135 Surplus Land Fact Sheet_DM \(1\) \(2\).docx](#). More detail at <https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/final-updated-surplus-land-act-guidelines-2024.pdf>
11. Enterprise Community Partners. (2025). “California’s Affordable Housing and Sustainable Communities Program Impact Report, Rounds 1-8, 2025.” <https://www.enterprisecommunity.org/learning-center/resources/californias-affordable-housing-and-sustainable-communities-program>
12. SB 423 (formerly SB 35) was passed in 2023 and provides a streamlined and ministerial review path for affordable housing projects in jurisdictions that are not meeting State housing goals. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB423
13. AB 2011 was passed in 2022 and allows for ministerial, by-right approval for affordable housing on commercially zoned lands and along commercial corridors, if the project meets certain affordability, labor, and environmental criteria. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2011
14. AB 130 was passed in 2025 and provides CEQA exemptions for housing projects that meet certain infill development and density requirements. AB 130 draws heavily from policies proposed in AB 609 (Wicks) from 2025. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB130
15. SB 79 was passed in 2025 and supersedes local zoning law to allow for greater heights and densities for housing development near specific types of transit stops in certain geographic locations. https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB79
16. Turner Center for Housing Innovation. (2023). “The Housing Potential for Land Owned by Faith-Based Organizations and Colleges.” <https://turnercenter.berkeley.edu/research-and-policy/faith-based-and-college-land-housing/>



About Enterprise Community Partners

Enterprise is a national nonprofit that exists to make a good home possible for the millions of families without one. We support community development organizations on the ground, aggregate and invest capital for impact, advance housing policy at every level of government, and build and manage communities ourselves. Since 1982, we have invested \$80.9 billion and created 1 million homes across all 50 states, the District of Columbia, Puerto Rico and the U.S. Virgin Islands – all to make homes and community places of pride, power and belonging. Join us and learn more at enterprisecommunity.org.